



## Unfunded High Priorities

This chapter is the Plan's approach to meeting the challenges identified in the previous chapters. The approach is strategic—make targeted, prioritized investments to achieve the greatest benefit attainable with limited funding.

We must make wise investments to preserve our transportation system and keep it functioning safely and effectively. We must ensure that the system has the connectivity and continuity needed to address ever-increasing demands for travel and options for travel. We will also need new and innovative mechanisms for financing that will sustain transportation revenue requirements in coming years.

In addition, we recognize that other areas will require attention. Strengthened regional partnerships and collaboration will be required to provide regional investments to fund, build, operate, and maintain additional transportation services and facilities. Such investments will be tailored to promote regional economies and improve quality of life, promote goods movement to and through ports and border crossings, and support programs aimed at developing the state's economic clusters.

The Transportation Commission's evaluation of each issue considered the feedback collected from regional transportation planning organizations, cities, counties, tribes, various organizations and associations as well as people who use or have an interest in the statewide transportation system.

The information in this chapter is organized around Five Investment Guidelines:

Preservation **(P)**

Safety **(S)**

Economic Vitality **(EV)**—Strong Economy and  
Good Jobs, Moving Freight

Mobility **(M)**—Transportation Access,  
System Efficiencies, Bottlenecks and  
Chokepoints, Building Future Visions

Environmental Quality **(EQ)**—Health and the  
Environment

Improved accountability is essential. Local, regional, and state transportation providers must base infrastructure investments on performance measurement and performance-based decision-making. This will ensure the right projects are delivered when needed and maintain the public's confidence in government's ability to meet their needs.

Stable transportation funding is needed to provide sound plans and programs and to prevent expensive, inefficient project starts/stops/starts. Stable funding also supports the economy and local land use decisions. Innovative financing, public-private partnerships, and toll facilities or system management approaches will provide additional funding capacity and system management tools.

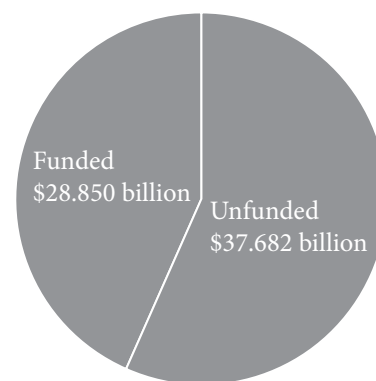
Nearly 38 billion dollars is needed to address statewide unfunded transportation needs over the next 20 years.

Recognizing that securing revenue for this significant amount was not probable over 20 years, the Transportation Commission prioritized the needs into high, medium and low priorities.

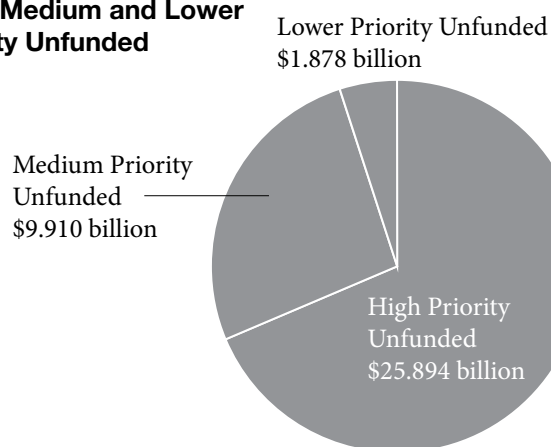
The high priorities were then evaluated further as the targets relate to the five investment

Many investments have multiple benefits. For example, ramp meters can smooth traffic flow, reduce congestion, increase throughput and improve safety all leading to improved economic productivity. However, there are almost \$26 billion in high priority targets that are currently unfunded.

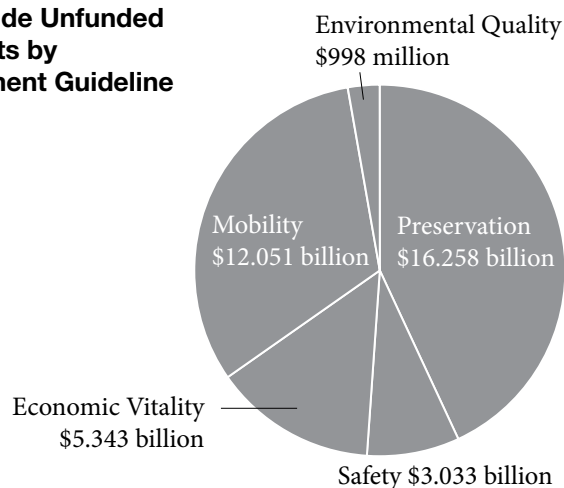
**WTP Funded and Unfunded Amounts**



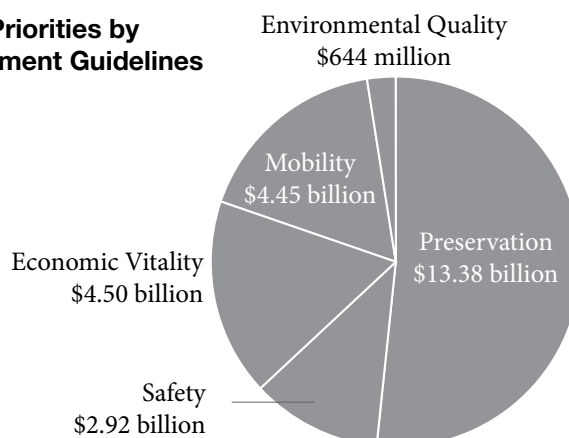
**High, Medium and Lower Priority Unfunded**



**Statewide Unfunded Amounts by Investment Guideline**



**High Priorities by Investment Guidelines**



## Preservation—\$13.379 billion

### Highway Pavement Preservation—\$483.5 million

- Rehabilitate concrete pavement on interstate routes—\$483.5 million (P) (EV) (M)

### Highway Bridge Preservation—\$6.8 billion

- Retrofit seismically vulnerable bridges in lower risk zones—\$650 million (P) (S) (EV) (M)
- Replace major seismically vulnerable and aging bridges and replace seismically vulnerable bridges on remaining critical highway corridors:
  - Alaska Way Viaduct and SR520 Floating Bridge—\$4.8 billion (P) (S) (EV) (M)
  - I-5 Columbia River crossing—\$750 million (P) (S) (EV) (M)
- Replace city and county short-span and high-cost bridges—\$645 million (P) (S) (EV) (M)

### Other Facility Preservation—\$6.05 billion

- Preserve electrical systems and drainage facilities—\$50 million (P) (S) (EV) (M)
- Preserve, maintain and operate city streets—\$6 billion (P) (EV) (M)

(P) Preservation  
(S) Safety  
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#### ► Investment Benefits:

- Extend service life of the highway system, which leads to increased efficiency, safety, and delay reduction
- Preserve the current basic operations of the State Ferry system
- Eliminate city street maintenance and preservation backlog
- Extend the service life of bridges in the local road network

## Safety—\$2.921 billion

### Highway Safety—\$620.6 million

- Improve state highway safety by reducing risk on rural two-lane highways including passing lanes, intersection improvements, and new interchanges or overpasses—\$275 million (S) (EV) (M)
- Continue bringing interstate highways up to current safety standards—\$100 million (S) (EV) (M)
- Address drunk driving, seatbelt use, aggressive driving, and motorcycle safety with behavioral programs—\$210 million (S) (EV) (M)
- Make small-scale safety enhancements on state highways, including warning signs, ramp signal coordination, rumble strips, vehicle detection loops, and collision data reporting—\$35.6 million (S) (EV) (M)

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### Local Road Safety Improvements—\$2.3 billion

- Improve rural two-lane county roads safety by reducing risk locations—\$200 million (S) (EV) (M)
- Improve safety by addressing accident locations on city streets—\$800 million (S) (EV) (M)
- Improve safety on city streets that are state routes in larger cities by addressing accident locations—\$1.3 billion (S) (EV) (M)

#### ► Investment Benefits:

Reduce societal costs due to collisions on the interstate system, state highways, county roads, and city streets by:

- Separating cross traffic
- Providing safe passing zones
- Improving intersections
- Reducing the incidence and risk of collisions on the interstate
- Reducing fatal and disabling collisions related to behaviors such as driving under the influence, failure to properly use seat belts, and aggressive driving

## Economic Vitality—\$4.504 billion

### Address Freight Constraints in the I-5 corridor—\$3.46 billion

- Complete missing links on the major north-south freight corridor system—\$3.46 billion (S) (EV) (M)
- Replace vulnerable and failing structures critical to freight movement (funding needs associated with this target appear above in the Preservation discussion)

### Freight Rail

- Support growth in east-west mainline rail capacity and port-rail connections and preserve metro rail yards. Cost is unknown and will be examined in the Transportation Commission's Rail Study. (EV) (M)

### Weather-Related Constraints on Freight Routes—\$1 billion

- Reduce severe weather closures and eliminate low-clearance structures on major east-west highway freight corridors (I-90 at Snoqualmie Pass)—\$813 million (EV) (M)
- Develop a statewide core all-weather county road system—\$200 million (EV) (M)

### Technology for Freight Movement—\$31 million

- Complete the Commercial Vehicle Information Systems and Networks (CVISN) / Weigh-in-Motion (WIM) system—\$31 million (EV) (M)
- Continuously improve traffic management and incident response (See System Efficiencies discussion below)

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#### ► Investment Benefits:

- Support our state's growing economy, improve safety, maintain freight access to major markets and seaports, lower business costs, and sustain jobs in manufacturing, agribusiness, construction, warehousing, and transportation.
- Complete north-south freight corridor to ensure statewide market access and connectivity.
- Relieve congestion in Puget Sound region by improving I-5 and creating better access for freight.
- Freight rail capacity is able to accommodate future demand and remain a viable option for the movement of goods.
- Prevent increased congestion on alternative corridors and support growth of regional and national trade.
- Reduce severe weather closures on Snoqualmie Pass and other major east-west highway freight corridors.
- Ensure that Washington State agricultural growers and processors, manufacturers and timber/lumber businesses, and freight-dependent industries can ship products to market year-round.
- Reduce travel delay, safety hazards, congestion, for commercial vehicles and minimize air quality impacts from vehicle idling while ensuring the state's highway system is protected from overweight and illegal vehicles.
- Improve the statewide transportation system so that businesses can meet customer delivery requirements, and support the state's ability to remain competitive.

## Mobility—\$4.446 billion

### Transportation Access—\$890 million

- Distribute operating funds to transit agencies for special needs transportation in order to maintain fixed-route bus service—\$860 million (EV) (M)
- Support the Agency Council on Coordinated Transportation's performance measurement activities and re-establish support for community coalitions of providers—\$30 million (EV) (M)

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#### ► Investment Benefits:

- Maintain the current level of special needs transportation service without diminishing fixed-route service
- Increase access to jobs, medical care, education, and communities, for people who can't or don't drive
- Increase numbers of people with access to intercity bus service

### System Efficiencies—\$1.56 billion

- Address increased maintenance and operations responsibilities with additions to the highway system—\$292 million (S) (EV) (M)
- Add maintenance facilities to support the increased need for maintenance and operations of highway system additions—\$2.1 million (S) (EV) (M)
- Add traffic management centers at high-volume locations to improve throughput and increase real time travel information—\$16.3 million (S) (EV) (M)
- Integrate, maintain and operate new technology—\$68 million (S) (EV) (M)
- Complete the 10-year ITS plan (capital and operating but not security)—\$600 million (S) (EV) (M)
- Address incident response shortfall—\$8 million (S) (EV) (M)
- Expand the commute trip reduction tax credit program increasing number of small employers in the program—\$20 million (EV) (M)
- Complete the Puget Sound high occupancy vehicle lanes to reduce travel delay and increase travel time reliability for transit and carpools—\$550 million (EV) (M)

#### ► Investment Benefits:

- Maximize safety, mobility, and the throughput capacity of the highway
- Improve management of traffic and increase traveler information and incident response
- Encourage more employers to create programs that reduce drive-alone commuting
- Increase travel time reliability for all lanes.

### Bottlenecks and Chokepoints—\$2 billion

- Reduce or eliminate bottlenecks and chokepoints at over 200 locations on highways around the state—\$2 billion (EV) (M)

## Environmental Quality—\$644 million

- Provide enhanced tribal transportation planning capacity, to increase staff levels in tribes and to provide technical resources, and data collection and analysis to tribes—\$11 million (S) (EV) (M) (EQ)
- Add sidewalks and trails between destinations in communities—\$75 million (S) (M) (EQ)
- Remove nearly 900 additional fish passage barriers created by state highways—\$188 million (EQ)
- Complete the inventory of stormwater facilities on the state highway system to develop a strategic implementation plan and begin retrofit installations at selected locations—\$340 million (EQ)
- Retrofit existing state highway shoulders and medians as part of the Integrated Vegetation Management program to improve filtration of stormwater runoff and establish desired grass or other native vegetation—\$30 million (EQ)

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### ► Investment Benefits:

- Improve tribal ability to plan needed transportation facilities
- Increase safety, access, and mobility for walkers and bicyclists and increase opportunities for physical activity
- Improve streams for fish habitat and watershed performance, improve fish passage, habitat connectivity, and improve water quality
- Improve water quality of runoff, improve performance of highway drainage facilities, and reduce damage to the highway system
- Decrease maintenance costs and herbicide use, reduce weeds and invasive species on roadsides, and improve water quality, while reducing runoff volumes by filtering contaminants